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Nov.
1961

THE CENTER LINE

MONTANA HIGHWAY COMMISSION

Vol. IV., No. 10.

November, 1961

COMMISSION TOUR ADJUDGED A SUCCESS

The whirlwind tour by the Commission commencing on October 23 and returning to Helena on the evening of October 27, covered a distance of 2,001 miles, and gave the Commission a good look at much of the work being done on the Interstate System, as well as Primary and Secondary Highways. They had a chance to look at, and hear about many miles of proposed new roads, and see many miles of completed new highways. They learned that the five district engineers are very familiar with their districts, and are dedicated to do the best job possible in building and maintaining the highways in his district to the best standards possible.

The Highway Commission proved to members of the staff that they are punctual, dependable, and durable. With departure time set each morning on the tour for 7:00 a. m., there was not once that the departure was delayed.

The reception accorded the Commission in each city was considerate and extremely cordial. Members of Highway Committees in Great Falls, Shelby, Cut Bank, Kalispell, Missoula, Miles City, Richey, Wolf Point, Glasgow, Malta, Lewistown and Harlowton welcomed the Commission, and proved to be excellent hosts.

In Glasgow, a check in the amount of \$35,000 was presented to Roy Sorrells, as the businessmen's share of rebuilding the highway through Glasgow. The money was raised by subscription.

It is the consensus of the five Commissioners that another, shorter tour should be made next year.

SAFETY—The Three C's for Accident-Free Driving

CARE

COURTESY

COMMON-SENSE

PARK all your problems, financial, personal, etc., at the curb; **DON'T** take them with you on the road.

NEVER debate the right-of-way; **GIVE IT!**

NEVER fight sleep at the wheel; **SURRENDER** to it off the **ROAD**.

NEVER decide in advance how many miles you'll go in a single day; let the weather and your own physical condition decide that.

GO SLOWLY enough at night so you can stop within the range of your headlight beams.

REMEMBER that your car supplies the power; you supply the brains.

PASS IF YOU MUST—but do it at the right time, the right place, and without swerving in front of the cars you pass.

THE SAFETY DEPT.

WHAT PRICE STOPS?

We are indebted to the Ohio Department of Highways for this bit of news, and it bears out what a lot of us, that fuss and fume when we hit a red light, have always contended.

By actual determination over a period of several years, they have calculated that it costs you about two cents each time to stop your car. If you stop on your way to and from work 20 times a day for stop lights and stop signs, it means that it cost you 40c a day, or \$2.00 for a five-day work week.

PROJECT NO.	AMOUNT OF BID	ADDRESS
F.L.H. 9 (1) Unit 1 St. Xavier-Hardin Road Big Horn County	\$ 330,527.87	Stanley H. Arkwright, Inc. Billings, Mont.
I 15-4(12) 207 Unit 1 Sieben North and South Section—Interstate Road Lewis & Clark County	\$2,110,638.04	Bud King Const. & McLaughlin, Inc. Livingston, Mont.
I 15-4(12) 207 Unit 2 Sieben North and South Section—Interstate Road Lewis & Clark County	\$ 89,445.74	Fred Strandberg Const. Co. Helena, Mont.
I 94-7(3) 240 Wibaux East and West Road Wibaux County	\$ 169,195.29	Otto J. Eickhof & Sons, Inc. Crookston, Minn.
I 94-7(4) 233 Unit 1 Wibaux West Section Interstate Road Wibaux County	\$1,054,732.96	Albert LaLonde Co. Sidney, Mont.
I 94-7(4) 233 Unit 2 Wibaux East Section Interstate Road Wibaux County	\$1,113,399.82	Albert Lalonde Co. Sidney, Mont.
F 102(2) & F 270(11) Polson-Bigfork-Haines Cor. Kalispell-Whitefish Road Flathead County	\$ 12,908.00	Highway Steel Contr. Co., San Francisco, Cal.
S 49 (7) Unit 1 Fort Logan-White Sulphur Springs Road Meagher County	\$ 294,071.82	S. Birch Inc. & S. Birch & Sons Cons. Great Falls, Mont.
TOTAL FOR MONTH—\$ 5,174,919.54		
TOTAL FOR YEAR—\$39,531,412.37		

TRAINING AN UNDERSTUDY

Training-in-Service Dept.

An important part of personnel development which does not usually receive attention at a level of its importance is, "Training an Understudy."

When we work seriously at "Training an Understudy," we are involved in human relations and personal characteristics of a most intangible nature.

It requires considerable patience, perseverance and understanding to properly "train an understudy."

Few supervisors are willing to put forth the required effort or take the job seriously. Like most things hard to obtain, the final reward usually exceeds the effort.

Nobody has, and probably never will, as long as human beings react as they do, be able to set up hard and fast rules for this type of training. In plain language, best results are obtained by "playing by ear" guided by a few general landmarks as follows:

A. Things to Remember

1. An understudy is a worker who is being trained to assume all of the qualities and responsibilities of supervision.
2. Technical qualifications are only part of supervisory job requirements; equally important are: ability to organize, lead, guide and train people and the ability to use good judgment and initiative.

3. You cannot develop an understudy by overloading him with routine work. He must try the real thing.

4. If a trainee does not work out, return him to the ranks, both for his own good and the department's. Remember all personnel do not desire to be supervisors.

B. How Do We "Train An Understudy?"

1. Make a careful selection of an employee whom you feel could best assume all the "headaches" of your position.
2. Delegate authority and responsibility to an understudy. Continually ask him, "what do you think." Let him take over a part of your job when you are there. This builds both his and your confidence and develops his patience and ability to analyze.
3. Let him make contacts with your boss. This lets your boss get acquainted with your choice for next in line and gives the understudy confidence.
4. Take him to staff meetings, and let him represent you at meetings.

(Continued on Page 3)

NEW RECORDS SET DURING OCTOBER

Three new records were set during the October bid opening as the total amount of highway construction for 1961 exceeded the \$39 million mark. The previous high year was in 1958, when a total of \$37¼ million was awarded for the entire year. Another record that fell was the number of miles of Interstate Highway let to contract during one month, and during one year.

The 18 miles of Interstate awarded was three miles more than the 15 miles of new Interstate let to contract back in 1958, and the more than 80 miles so far in 1961 exceeds the 62 miles that was reached a couple of months ago.

SERVICE PINS PRESENTED

Twenty-one service pins were presented for September, with C. W. Marvin leading the list with a total of 35 years service. He was followed by L. H. Richter with 30, John P. O'Neill with 20; six men with 15, eight with 10, and four with five years service.



It's a pretty good bet that anyone wishing to go to Ekalaka from Alzada isn't going to miss the turnoff from U.S. 212, but these three mileage signs indicate that you can take your pick as far as the distance is concerned. By watching very carefully, the highway car speedometer, the editor and photographer for Centerline got the mileage as 73 miles. Should we add another?

IN SERVICE TRAINING

5. Let subordinate employees know you are backing your understudy and give him opportunities to instruct and supervise group employees.
6. Let him have ample opportunity to try his wings, but give him frequent counsel on problems which he is unsure or which may be beyond his ability.
7. Leave him in charge for short periods while you are in meetings, working on special projects or away from the job.

C. *Advantages for the Superior*

1. It develops leadership in the supervisor which is the quality of getting others to follow.

2. It increases the opportunity for promotions, for the supervisor, by having a ready replacement.
3. It allows more time for considered self-improvement and methodical planning by the supervisor.
4. It permits the supervisor to accomplish more work and time to assume greater responsibilities.
5. It makes more time available, through the understudy, to train new workers.
6. It helps when things are rushed, or the supervisor is in a "bind."

(Continued on Page 4)

NEWS FROM THE DIVISIONS

KALISPELL DIVISION

When the contract for the remodeling of the Kalispell office was awarded to Robert W. Ross on July 19, 1961, everyone concerned heaved a sigh of relief. With the letting of the \$21,675 contract ended four years of unrelenting effort for more elbow room. Although the Kalispell Division is never over-stocked on road contracts, it was nevertheless, a great undertaking to put even one crew in the old drafting room.



Mr. Ross started work on August 8 and has until Nov. 30, 1961 to complete the extension and remodeling of the new addition, but it is anticipated that he will beat this deadline by about 30 days.

Included in the contract was to add an addition of 20 feet by 50 feet on the north side of the present building thereby doubling the size of the drafting room, creating a new room for the Division Engineer and Office Manager and a file room. In



addition, the lighting system will be completely revised and brought up to present day standards.

To utilize the additional space provided by the new basement, the Parts Room will be moved into this area. The space formerly occupied by the Maintenance Foreman will be turned over to the Highway Patrol and the Maintenance Foreman will be moved into the quarters formerly occupied by the Parts Manager. (confusing)



All in all, everyone in Division 120 is quite pleased with the progress being made by the building contractor and are looking forward to occupying the new quarters by Thanksgiving.

IN SERVICE TRAINING

D. *Advantages for the Understudy*

1. It brings his qualities to the attention of management and develops, in him, a sense of responsibility.
2. It develops his initiative, supervisory ability and confidence.
3. It brings him in line for promotion.
4. It brings out hidden talent in ambitious and qualified employees.
5. It provides the employees with a spirit of competition for higher level positions.

FINALLY, AND MOST IMPORTANT!

Some supervisors have been passed up for advancement because they are considered too essential or irreplaceable in their present position. *Do Not Let This Happen to You!*

HIGHWAY CHRISTMAS PARTY DATE SET

Chairman Margaret Ward has advised Centerline that the Annual Highway Christmas Party will be held in the Elks' Club on December 16.

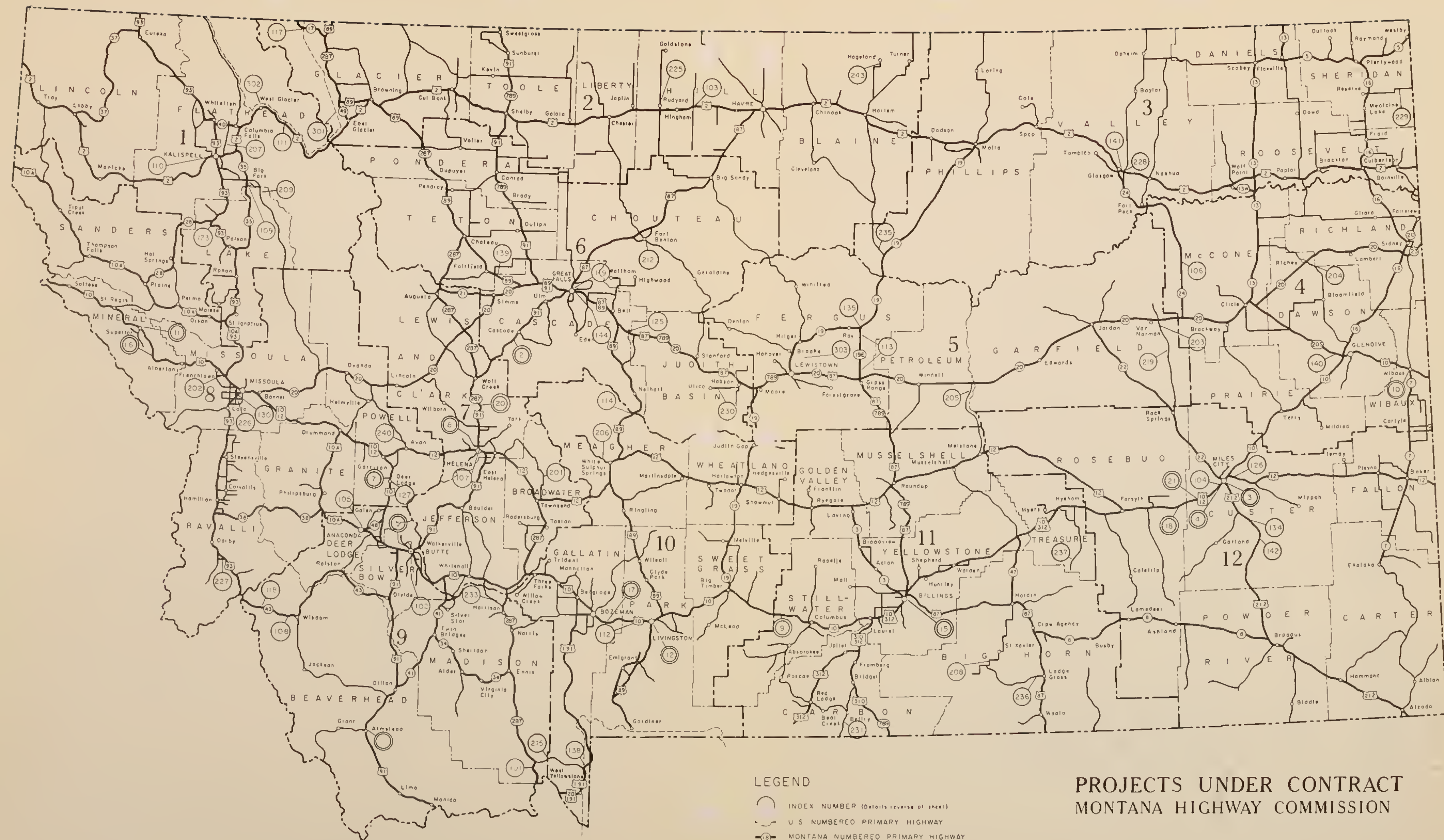
		Probable Completion Date	LENGTH, TYPE OF CONSTRUCTION AND LOCATION
FEDERAL AID PRIMARY PROJECTS			
109	F 102' (2)	12-29-61	2,399 foot aluminum guard rail . (Montana 35 - Near Big Fork) .
110	F 270 (11)	12-29-61	1,477 foot aluminum guard rail . (U. S. 93 - Kalispell North) .
111	FHP 13-F6*	1961	2.1 miles grading, drainage, and surfacing . (U. S. 2 - East of West Glacier) .
112	F 185 (6) U 1	6-15-62	0.3 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling . (U. S. 10 - West of Livingston) .
	F 185 (6) U 3	12-29-61	0.3 miles fencing . (U. S. 10 - West of Livingston) .
113	F 333 (29) U 1	12-29-61	11.8 miles cement base stabilizing, plant mix bituminous and seal coat oiling . (Montana 19 E - North of Grass Range) .
	F 26 (6) U 1 & F 333 (27) U 1	12-29-61	11.2 miles grading, cement stabilized base, drainage, surfacing, plant mix bituminous and seal coat oiling . (Montana 19 E - Grass Range North) .
	F 333 (27) U 2	12-29-61	Four prestressed concrete beam bridges . One 92 foot McDonald Creek, One 82 foot Chippewa Creek, One 92 foot Ford's Creek, One 82 foot Little Box Elder Creek . (Montana 19 E - Grass Range - North) .
114	FHP 32-1 (1)*	1962	26.9 miles plant mix bituminous surfacing . (U. S. 89-South of Neihart) .
117	NP 4A4 & 14A*	12-29-61	10.9 miles grading, drainage, surfacing, and bituminous surface treatment . (Montana 17 - Northwest of East Glacier) .
118	FHP 20-B*	12-29-61	9.4 miles grading, drainage, and four 60 foot concrete slab bridges . Three over Trail Creek and one over Ruby Creek (Montana 43 - West of Wisdom) .
119	U-F-FG 395 (4)	12-29-61	One 126 foot steel riveted plate girder bridge - GN RY and Missouri River . (U. S. 87 - Bypass - Great Falls North) .
123	F 191 (20) U 1	12-29-61	7.3 miles (2.5 miles grading and drainage) aggregate surfacing, plant mix bituminous and seal coat oiling . (U. S. 93 - North of Polson) .
125	F 235 (27) U 1	12-29-61	5.1 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . Three 83 foot prestressed concrete beam bridges - Otter Creek . (U. S. 87 - Southeast of Belt) .
126	F 86 (20) U 1	9-15-62	0.8 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (U. S. 12 - East of Miles City) .
127	F 184 (14)	12-29-61	1.1 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling . (U. S. 10 - North and South of Deer Lodge) .
130	FAP 215 (3)	12-29-61	Traffic controls on Brooks Street, Middlesex Street, and North Avenue Intersection . (U. S. 93 - In Missoula) .
	F-FG 215 (7)	6-30-63	0.3 miles four lane divided, grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . One 972 foot steel and concrete bridge - C.M.S.T. P&P RY and Clark Fork (U. S. 93 - In Missoula) .
132	F 260 (9)	12-29-61	20,175 foot steel guard rail . (U. S. 2 - West Glacier East) .
134	F 156 (11) U 2	12-29-61	One 138 foot prestressed concrete beam bridge - Pumpkin Creek . (U. S. 212 - South of Miles City) .
135	F 103 (10) U 1 & F 333(28) U 1	7-15-62	11.5 miles grading, cement stabilized base surfacing, drainage, plant mix bituminous and seal coat oiling . Widen 57 & 75 foot treated timber bridges to 36 foot - Box Elder Creek . (Montana 19 - Roy Northeast) .
138	FHP 42-M*	1962	2.2 miles grading, drainage, aggregate surfacing and bituminous surface treatment . Widening of 105 foot Reinforced Concrete Girder Bridge - Grayling Creek . (U. S. 191 - North of West Yellowstone) .
139	F 65 (8) U 2	12-29-61	One 60 foot prestressed concrete beam bridge - Greenfields South Canal . (U. S. 89 - Southeast of Fairfield) .
140	F 246 (9) U 1	6-30-62	9.2 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (Montana 20 S - west of Glendive) .
141	F 144 (6)	7-30-62	4.7 miles (2.3 miles four lane divided) grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . One 38 foot treated timber bridge - Goudie Coulee . (U. S. 2 - Glasgow East) .
142	F 156 (10) U 1 & F 156 (11) U 2	9-15-62	13.2 miles grading, drainage, surfacing, plant mix bituminous surfacing . (U. S. 212 - Southeast of Miles City) .
144	F 180 (4) & U 277 (5)	12-29-61	3.2 miles minor grading, aggregate surfacing, plant mix bituminous and seal coat oiling . (U. S. 87 & 89 - In Great Falls) .
FEDERAL AID SECONDARY PROJECTS			
201	ROW S 6 (4)	12-29-61	0.3 miles fencing (North of Townsend) .
	S 6 (4)	9-15-62	7.0 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (North of Townsend) .
202	S-SG 272 (2)	12-29-61	1.7 miles aggregate surfacing, plant mix bituminous and seal coat oiling . (Southeast of Frenchtown) .
203	S 258 (4)	8-31-62	7.8 miles grading, drainage and aggregate surfacing . (Junction Montana 20 East Van Norman South) .
204	S 32 (11)	12-29-61	7.4 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling . (Richey Northwest & Southeast) .
205	S 399 (12)	7-31-62	1.0 mile grading, drainage and aggregate surfacing . One 132 foot prestressed concrete beam bridge - Flatwillow Creek (North of Melstone) .
	S 49 (7) U 1	8-1-62	9.0 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . One 29 foot - treated timber bridge - North Fork Smith River (White Sulphur Springs Northwest) .
	S 7 (6) U 1	12-29-61	6.5 miles (1.9 miles four lane divided) grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (East of Kalispell) .
208	FLH 9 (1) U 1	7-15-62	5.2 miles grading, drainage, plant mix bituminous and seal coat oiling . (St. Xavier Southwest) .
209	S 65 (4)	12-29-61	4.9 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling . (Southeast of Big Fork) .
212	S 290 (12)	7-30-63	1.7 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . One 708 foot riveted plate girder bridge - Missouri River . (Fort Benton Southeast) .
215	ERFO 40 (1)*	1961	3.8 miles grading . (Through Earthquake Slide - Southeast of Ennis) .
219	S 258 (3)	12-29-61	6.7 miles grading, drainage, and aggregate surfacing . (North of Rock Springs) .
225	S 13 (5)	12-29-61	5.3 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (Rudyard North) .
226	S 218 (4)	12-29-61	1.4 miles aggregate surfacing, plant mix bituminous and seal coat oiling . (39th Street - South of Missoula) .
	S 218 (5)	12-29-61	Traffic Controls (Brooks & Russell Street Intersection - South of Missoula) .
	S-US 220 (2)	12-29-61	1.2 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (Higgins Avenue Extension - South of Missoula) .
	S 298 (2)	12-29-61	Traffic Controls (Brooks Street & Second Avenue Intersection - South of Missoula) .
227	S 328 (1)	12-29-61	1.2 miles grading, drainage, aggregate surfacing, road mix bituminous and seal coat oiling . Two prestressed concrete beam bridges, One 173 foot - West Fork Bitterroot River, One 198 foot - East Fork Bitterroot River . (South of Darby) .
228	S 368 (13)	7-30-62	0.6 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (Junction U. S. 2 - East of Glasgow - North) .
	S 368 (14)	7-30-62	1.4 miles aggregate surfacing, plant mix bituminous and seal coat oiling . (Junction U.S. 2 - East of Glasgow - South) .
229	S 73 (4)	8-1-62	8.4 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling . (East of Reserve) .
230	S 121 (3)	7-15-62	5.3 miles grading, drainage and aggregate surfacing . (Utica East) .
231	S 136 (2) U 1	12-29-61	10.5 miles aggregate surfacing, plant mix bituminous and seal coat oiling . (Belfry South) .
233	S 167 (6)	7-15-62	5.0 miles grading, drainage, surfacing and bituminous surface treatment . (Northwest of Harrison) .
235	S 187 (8) U 1	12-29-61	10.6 miles minor grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (From Junction Montana 19 Northwest) .
236	S 260 (3) U 1	12-29-61	11.4 miles aggregate surfacing and plant mix bituminous oiling . (Lodge Grass - West) .
237	S 50 (4)	12-29-61	8.0 miles grading, drainage and aggregate surfacing . (South of Hysham) .
240	S 291 (6)	6-30-62	5.4 miles grading, cement stabilized base - drainage, plant mix bituminous and seal coat oiling . (Northwest of Avon) .
243	S 179 (4)	8-15-62	6.3 miles grading, drainage and aggregate surfacing . (Hogeland west) .
OFF SYSTEM PROJECTS			
301	FHP 2-A2, B2 & 12-A2*	1961	7.2 miles grading and aggregate base . (Two Medicine Road & Approach - Northwest of East Glacier) .
302	NP 8-A2*	1962	0.5 miles grading, drainage, surfacing and bituminous surfacing - One 160 foot concrete girder bridge - McDonald Creek . (In Glacier Park - North of West Glacier) .
303	R-AD-7 (1)*	1962	8.7 miles grading, drainage and aggregate surfacing . (Brooks East) .
* - - - - - Bureau of Public Roads Projects.			

* - - - - - Bureau of Public Roads Projects.



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LEGEND

- INDEX NUMBER (Details reverse of sheet)
- U.S. NUMBERED PRIMARY HIGHWAY
- MONTANA NUMBERED PRIMARY HIGHWAY
- SECONDARY HIGHWAY
- 10 FINANCIAL DISTRICT NUMBER

PROJECTS UNDER CONTRACT MONTANA HIGHWAY COMMISSION

OCTOBER 31, 1961 (Includes contracts let October 25, 1961)

Map Index Number	Project Number	Probable Completion Date	LENGTH, TYPE OF CONSTRUCTION AND LOCATION
<u>FEDERAL AID INTERSTATE PROJECTS</u>			
1	I 15-1 (11) 37 U 1	9-30-62	7.8 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (U. S. 91 - South to North of Armstead) .
	I 15-1 (11) 37 U 2	6-30-62	Four prestressed concrete beam structures. One 143 foot - Red Rock River, One 107 foot - County Road Separation, One 153 foot - Horse Prairie Interchange, One 173 foot - Beaver head River. (U. S. 91 - South to North of Armstead) .
	I 15-1 (11) 37 U 3	1-29-61	7.8 miles fencing and cattle guards. (U. S. 91 - South to North of Armstead) .
2	I 15-5 (13) 239 U 1	6-30-62	9.7 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. Same construction on frontage road. (U. S. 91 - South to North of Cascade) .
	I 15-5 (13) 239 U 2	12-29-61	Four prestressed concrete beam structures, One 133 foot - Tintinger Interchange, One 84 foot - Frontage Road Separation, One 138 foot - South Cascade Interchange, One 143 foot - North Cascade Interchange (U. S. 91 - South to North of Cascade) .
	I 15-5 (13) 239 U 3	6-30-62	9.7 miles fencing. (U. S. 91 - South to North of Cascade) .
3	I 94-4 (6) 136 U 1	9-15-62	11.6 miles grading, drainage, aggregate surfacing, Portland Cement paving, plant mix bituminous and seal coat oiling. Three 20 foot and two 10 foot concrete slab Junior grade separations. One 168 foot prestressed concrete beam structure - Baker Road Interchange U. S. 12 (U. S. 10 - Miles City - East) .
	I 94-4 (6) 136 U 2	10-16-62	11.6 miles fencing. (U. S. 10 - Miles City - East) .
4	I 94-4 (5) 127 U 1	12-29-61	8.5 miles (0.8 miles four lane divided) grading, drainage, surfacing, Portland Cement paving, plant mix bituminous and seal coat oiling. One 214 foot prestressed concrete beam overpass - Radar Base Interchange. Three concrete slab Junior grade separations. (J. S. 10 - Miles City west) .
	I 94-4 (5) 127 U 2	12-29-61	8.5 miles fencing. (U. S. 10 - Miles City - West) .
5	I 15-2 (14) 127 U 1	10-1-63	2.7 miles four lane divided, grading, drainage, aggregate surfacing, concrete paving, plant mix bituminous and seal coat oiling. (U. S. 91 - In Butte) .
	I 15-2 (14) 127 U 2	10-1-62	2.7 miles fencing. (U. S. 91 - In Butte) .
7	I 90-3 (8) 180 U 1	12-29-61	8.0 miles (1.0 mile four lane divided) grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (U. S. 10 - North and South of Deer Lodge) .
	I 90-3 (8) 180 U 3	12-29-61	8.6 miles fencing. (U. S. 10 - North and South of Deer Lodge) .
	I 90-3 (10) 180	12-29-61	8.6 miles signing and delineation. (U. S. 10 - North and South of Deer Lodge) .
8	I-IG-15-4 (4) 182 U 2	12-29-61	2.8 miles four lane divided, grading, drainage, surfacing, plant mix bituminous and seal coat oiling. Dual 260 foot steel girder bridges - Underpass - Colonial Club Interchange. (U. S. 91 - Helena - South) .
	I-IG-15-4 (4) 182 U 3	12-29-61	2.8 miles fencing and cattle guards. (U. S. 91 - Helena - South) .
	I 15-4 (10) 182	12-29-61	2.8 miles signing and delineation. (U. S. 91 - Helena - South) .
	I-IG-15-4 (4) 182 U 4	6-30-62	1.3 miles four lane divided, grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (U. S. 91 - In Helena) .
	I 15-4 (5) 185 U 1	6-30-62	One 243 foot steel and concrete bridge - Underpass - Cedar Street Interchange. One 215 foot prestressed concrete beam bridge - Underpass - York Road Separation. (U. S. 91 - In Helena) .
	I-IG-15-4 (4) 182 U (6) 4	12-29-61	1.3 miles fencing and cattle guards. (U. S. 91 - In Helena) .
	I 15-4 (5) 185 U 2	6-30-62	One 558 foot - Riveted Plate Girder Bridge - Yellowstone River. (U. S. 10 - West of Columbus) .
9	I 90-8 (7) 394	12-29-61	7.2 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (U. S. 10 - Dawson, Wibaux County line to Wibaux) .
10	I 94-7 (4) 233 U 1	7-15-63	8.1 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (U. S. 10 - Wibaux to North Dakota State Line) .
	I 94-7 (4) 233 U 2	7-15-63	Three prestressed concrete beam structures. One 163 foot - West Wibaux Interchange, One 266 foot - Beaver Creek, One 173 foot - East Wibaux Interchange. (U. S. 10 - At Wibaux) .
11	I 90-1 (6) 43 U 1	12-29-61	6.7 miles (1.2 miles four lane divided) grading, drainage, surfacing, plant mix bituminous and seal coat oiling. One concrete slab Junior grade separation. (U. S. 10 - North and South of Superior) .
	I 90-1 (6) 43 U 3	12-29-61	6.7 miles fencing and cattle guards. (U. S. 91 - North and South of Superior) .
	I 90-1 (15) 43	12-29-61	6.7 miles signing and delineation. (U. S. 10 - North and South of Superior) .
12	I 90-7 (4) 330	12-29-61	730 foot - Dual Structures - Riveted Plate Girder Bridges - Yellowstone River. (U. S. 10 - South of Livingston) .
	I-IG 90-7 (9) 327 U 1	6-15-62	11.8 miles (11.0 miles four lane divided) grading, drainage, surfacing, plant mix bituminous and seal coat oiling. Construction of Irrigation and water supply facilities. (U. S. 10 - West and East of Livingston) .
	I-IG 90-7 (9) 327 U 2	12-29-61	Ten prestressed concrete beam structures. Dual 113 foot overpasses - West Interchange, Dual 252 foot overpasses - South Interchange, Dual Junior Grade Separation - Farm Road, Dual 128 foot overpasses, Singing Interchange, One 279 foot Underpass - East Interchange, One 210 foot Underpass - Mission Interchange. (U. S. 10 - West and East of Livingston) .
	I-IG 90-7 (9) 327 U 3	12-29-61	11.8 miles fencing and cattle guards. (U. S. 10 - West and East of Livingston) .
15	I 90-8 (10) 451	12-29-61	930 and 945 foot (dual) steel riveted plate girder bridges - Yellowstone River. (U. S. 10 - East of Billings) .
16	I 90-1 (7) 60 U 1	12-29-61	5.0 miles signing and delineation. (U. S. 10 - Southeast of Superior) .
17	I-IG 90-6 (2) 309 U 1	9-15-62	5.3 miles four lane divided, grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. Four prestressed concrete beam structures. Dual 113 foot overpasses - Bear Creek Interchange. Dual 128 foot overpasses - Trail Creek Interchange. Dual 335 foot steel and concrete overpasses - W.F. Ry. (U. S. 10 - East of Bozeman) .
	I-IG 90-6 (2) 309 U 2	9-15-62	5.3 miles fencing. (U. S. 10 - East of Bozeman) .
18	I 94-3 (3) 114 (U 1 & U 2)	9-15-62	6.2 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (U. S. 10 - East of Forsyth) .
	I 94-4 (9) 119 U 1	5-31-62	One 82 foot prestressed concrete beam bridge - Graveyard Creek. One 17 foot concrete slab, Junior grade separation - Stockpass. (U. S. 10 - East of Forsyth) .
	I 94-4 (3) 114 U 2	5-31-62	6.2 miles fencing. (U. S. 10 - East of Forsyth) .
	I 94-3 (3) 114 U 3 & U 4	7-1-62	6.4 miles fencing. (U. S. 10 - West of Billings) .
19	I 94-4 (9) 119 U 2	12-29-61	Dual 118 foot prestressed concrete beam overpasses - Gates of the Mountain Interchange. (U. S. 91 - North of Helena) .
20	I 90-8 (8) 438 U 2	8-30-63	12.7 miles fencing and cattle guards. (U. S. 91 - North of Helena) .
	I 15-4 (9) 194 U 1	9-15-62	3.4 miles (2.3 miles four lane divided) grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (U. S. 91 - North of Helena) .
	I 15-4 (12) 207 U 2	9-15-62	Dual prestressed concrete beam structures. 113 foot - Sieben Interchange. One 63 foot treated timber bridge - Little Prickly Pear Creek on frontage road. (U. S. 91 - North of Helena) .
	I 15-4 (9) 194 U 2	9-15-62	7.3 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (U. S. 10 - West of Miles City) .
	I 15-4 (12) 207 U 1	9-15-62	One 173 foot prestressed concrete beam bridge - Underpass - Moon Creek Road Interchange. (U. S. 10 - West of Miles City) .
	I 94-4 (8) 120 U 1	5-31-62	7.3 miles fencing. (U. S. 10 - West of Miles City) .
	I 94-4 (8) 120 U 2	5-31-62	
	I 94-4 (8) 120 U 3	5-31-62	
<u>FEDERAL AID PRIMARY PROJECTS</u>			
101	FHP 60-A*	1961	8.9 miles grading, drainage, surfacing, and bituminous surface treatment. One 260 foot prestressed concrete girder bridge - Madison River. (Montana 287 - South of Ennis) .
	RDW FHP 60-A*	12-29-61	8.9 miles fencing. (Montana 287 - South of Ennis) .
	F-207 (8)	10-15-62	0.2 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (U. S. 10 - In Butte) .
	F-279 (4)	10-15-62	0.5 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (U. S. 10 byPass - In Butte) .
103	AR 302-0061-05-0012	12-29-61	Repair 120 foot concrete T beam bridge - Sage Creek. On F-132 (6) . (U. S. 2 - West of Havre) .
104	F-135 (17)	12-29-61	0.6 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (U. S. 10 - Miles City West) .
105	F-68 (11)	12-29-61	6.0 miles signing and delineation. (U. S. 10 A - Anaconda East) .
106	F-315 (15)	9-15-62	12.1 miles grading, drainage, aggregate surfacing. (Montana 24 - Southeast of Fort Peck) .
107	F-214 (3) U 1	12-29-61	12.0 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (U. S. 91 - In Helena) .
	F-214 (4)	12-29-61	0.7 miles signing and delineation. (U. S. 91 - In Helena) .
	U-249 (14) U 1 & U 2	7-31-62	0.5 miles four lane divided, grading, aggregate surfacing and Portland Cement concrete paving. One 206 foot prestressed concrete beam overpass - G. W. Ry. (U. S. 10 - Bypass - In Helena) .
108	U-376 (3) U 1	8-31-62	9.3 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (Montana 43 - Wisdom West) .

Map Index Number	Project Number	Probable Completion Date	LENGTH, TYPE OF CONSTRUCTION AND LOCATION
<u>FEDERAL AID PRIMARY PROJECTS</u>			
109	F 102 (2)	12-29-61	2,399 foot aluminum guard rail. (Montana 35 - Near Big Fork) .
110	F 270 (11)	12-29-61	1,477 foot aluminum guard rail. (U. S. 93 - Kalispell North) .
111	FHP 13-F6*	1961	2.1 miles grading, drainage, and surfacing. (U. S. 2 - East of West Glacier) .
112	F 185 (6) U 1	6-15-62	0.3 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (U. S. 10 - West of Livingston) .
	F 185 (6) U 3	12-29-61	0.3 miles fencing. (U. S. 10 - West of Livingston) .
113	F 333 (29) U 1	12-29-61	11.8 miles cement base stabilizing, plant mix bituminous and seal coat oiling. (Montana 19 E - North of Grass Range) .
	F 26 (6) U 1 & F 333 (27) U 1	12-29-61	11.2 miles grading, cement stabilized base, drainage, surfacing, plant mix bituminous and seal coat oiling. (Montana 19 E - Grass Range North) .
	F 333 (27) U 2	12-29-61	Four prestressed concrete beam bridges. One 92 foot McDonald Creek, One 82 foot Chippewa Creek, One 92 foot Ford's Creek, One 82 foot Little Box Elder Creek. (Montana 19 E - Grass Range - North) .
114	FHP 32-1 (1)*	1962	26.7 miles plant mix bituminous surfacing. (U. S. 89-South of Helbart) .
117	NP 444 & 444*	12-29-61	10.9 miles grading, drainage, surfacing, and bituminous surface treatment. (Montana 17 - Northwest of East Glacier) .
118	FHP 20-B*	12-29-61	7.4 miles grading, drainage, and four 60 foot concrete slab bridges. Three over Trail Creek and one over Ruby Creek (Montana 43 - West of Misdor) .
119	U-F-PG 395 (4)	12-29-61	One 1126 foot steel riveted plate girder bridge - W. Ry and Missouri River. (U. S. 87 - Bypass - Great Falls North) .
123	F 191 (20) U 1	12-29-61	7.3 miles (4.5 miles grading and drainage) aggregate surfacing, plant mix bituminous and seal coat oiling. (U. S. 93 - North of Polson) .
125	F 235 (27) U 1	12-29-61	5.1 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. Three 83 foot prestressed concrete beam bridges - Otter Creek. (U. S. 87 - Southeast of Belt) .
126	F 86 (20) U 1	9-15-62	0.8 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (U. S. 12 - East of Miles City) .
127	F 184 (14)	12-29-61	1.1 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (U. S. 10 - North and South of Deer Lodge) .
130	FAP 215 (3)	12-29-61	Traffic controls on Brooks Street, Middlesex Street, and North Avenue Intersection. (U. S. 93 - In Missoula) .
	F-PG 215 (7)	6-30-63	0.3 miles four lane divided, grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. One 972 foot steel and concrete bridge - C.N.S.T. P&P Ry and Clark Fork (U. S. 93 - In Missoula) .
132	F 260 (9)	12-29-61	20,175 foot steel guard rail. (U. S. 2 - West Glacier East) .
134	F 156 (11) U 2	12-29-61	One 138 foot prestressed concrete beam bridge - Pumpkin Creek. (U. S. 212 - South of Miles City) .
135	F 303 (10) U 1 & F 333(28) U 1	7-15-62	11.5 miles grading, cement stabilized base surfacing, drainage, plant mix bituminous and seal coat oiling. Widen 57 & 75 foot treated timber bridges to 36 foot - Box Elder Creek. (Montana 19 - Roy Northeast) .
138	FHP 42-M*	1962	2.2 miles grading, drainage, aggregate surfacing and bituminous surface treatment. Widening of 105 foot Reinforced Concrete Girder Bridge - Grayling Creek. (U. S. 191 - North of West Yellowstone) .
139	F 65 (8) U 2	12-29-61	One 60 foot prestressed concrete beam bridge - Greenfields South Canal. (U. S. 89 - Southeast of Fairfield) .
140	F 246 (9) U 1	6-30-62	9.2 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (Montana 20 S - West of Glendive) .
141	F 144 (6)	7-30-62	4.7 miles (2.3 miles four lane divided) grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. One 38 foot treated timber bridge - Goudie Coulee. (U. S. 2 - Glasgow East) .
142	F 156 (10) U 1 & F 156 (11) U 2	9-15-62	13.2 miles grading, drainage, surfacing, plant mix bituminous surfacing. (U. S. 212 - Southeast of Miles City) .
144	F 180 (4) & U 277 (5)	12-29-61	3.2 miles minor grading, aggregate surfacing, plant mix bituminous and seal coat oiling. (U. S. 87 & 89 - In Great Falls) .
<u>FEDERAL AID SECONDARY PROJECTS</u>			
201	RDW S 6 (4)	12-29-61	0.3 miles fencing (North of Townsend) .
	S 6 (4)	9-15-62	7.0 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (North of Townsend) .
202	S-G 272 (2)	12-29-61	1.7 miles aggregate surfacing, plant mix bituminous and seal coat oiling. (Southeast of Frenchtown) .
203	S 258 (4)	8-31-62	7.8 miles grading, drainage and aggregate surfacing. (Junction Montana 24 East Van Hornes South) .
204	S 32 (11)	12-29-61	7.4 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (Richey Northwest & Southwest) .
205	S 349 (12)	7-31-62	1.0 mile grading, drainage and aggregate surfacing. One 132 foot prestressed concrete beam bridge - Flatwillow Creek (North of Melstone) .
	S 49 (7) U 1	8-1-62	9.0 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. One 24 foot - treated timber bridge - North Fork Smith River (White Sulphur Springs Northwest) .
	S 7 (6) U 1	12-29-61	6.5 miles (1.9 miles four lane divided) grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (East of Kalispell) .
208	FLH 9 (1) U 1	7-15-62	5.2 miles grading, drainage, plant mix bituminous and seal coat oiling. (St. Xavier Southwest) .
209	S 65 (4)	12-29-61	4.9 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (Southeast of Big Fork) .
212	S 240 (12)	7-30-63	1.7 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. One 708 foot riveted plate girder bridge - Missouri River. (Fort Benton Southeast) .
215	ERFO 40 (1)*	1961	3.8 miles grading. (Through Earthquake Slide - Southeast of Ennis) .
219	S 258 (3)	12-29-61	6.7 miles grading, drainage, and aggregate surfacing. (North of Rock Springs) .
225	S 13 (5)	12-29-61	5.3 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (Rudyard North) .
226	S 218 (4)	12-29-61	1.4 miles aggregate surfacing, plant mix bituminous and seal coat oiling. (39th Street - South of Missoula) .
	S 218 (5)	12-29-61	Traffic Controls (Brooks & Russell Street Intersection - South of Missoula) .
	S-US 220 (2)	12-29-61	1.2 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (Higgins Avenue Extension - South of Missoula) .
	S 298 (2)	12-29-61	Traffic Controls (Brooks Street & Second Avenue Intersection - South of Missoula) .
227	S 328 (1)	12-29-61	1.2 miles grading, drainage, aggregate surfacing, road mix bituminous and seal coat oiling. Two prestressed concrete beam bridges, One 173 foot - West Fork Bitterroot River, One 198 foot - East Fork Bitterroot River. (South of Darby) .
228	S 368 (13)	7-30-62	0.6 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (Junction U. S. 2 - East of Glasgow - North) .
	S 368 (14)	7-30-62	1.4 miles aggregate surfacing, plant mix bituminous and seal coat oiling. (Junction U.S. 2 - East of Glasgow - South) .
229	S 73 (4)	8-1-62	8.4 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (East of Reserve) .
230	S 124 (3)	7-15-62	5.3 miles grading, drainage and aggregate surfacing. (Utica East) .
231	S 146 (2) U 1	12-29-61	10.5 miles aggregate surfacing, plant mix bituminous and seal coat oiling. (Belfry South) .
233	S 167 (6)	7-15-62	5.0 miles grading, drainage, surfacing and bituminous surface treatment. (Northwest of Harrison) .
235	S 187 (8) U 1	12-29-61	10.6 miles minor grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (From Junction Montana 19 Northwest) .
236	S 260 (3) U 1	12-29-61	11.4 miles aggregate surfacing and plant mix bituminous oiling. (Lodge Grass - West) .
237	S 50 (4)	12-29-61	3.0 miles grading, drainage and aggregate surfacing. (South of Hysham) .
240	S 241 (6)	6-30-62	5.4 miles grading, cement stabilized base - drainage, plant mix bituminous and seal coat oiling. (Northwest of Avon) .
243	S 179 (4)	8-15-62	6.3 miles grading, drainage and aggregate surfacing. (Nogoland West) .
<u>OFF SYSTEM PROJECTS</u>			
301	FHP 2-A2, E2 & 12-A2*	1961	7.2 miles grading and aggregate base. (Two Medicine Road & Approach - Northwest of East Glacier) .
302	NP 8-A2*	1962	0.5 miles grading, drainage, surfacing and bituminous surfacing - One 160 foot concrete girder bridge - McDonald Creek. (In Glacier Park - North of West Glacier) .
303	R-AD-7 (1)*	1962	8.7 miles grading, drainage and aggregate surfacing. (Brooks East) .
* - - - - - Bureau of Public Roads Projects.			



October 12 marked a big day in Belfry, as it not only marked the completion of the Belfry-Cody highway, but also the dedication of that highway. A strand of barbed wire, stretched across the highway on the state line was cut by Roy Sorrells, Chairman of the Montana Highway Commission, and T. O. Cowgil of Cody, a former member of the Wyoming Highway Commission. The photo shows each man on his own side of the state line, just seconds before the wire was severed. Looking over Mr. Sorrells' shoulder is Representative James F. Battin of Billings, and in the right hand edge of the picture is Charles Chesorik of Belfry, Chairman of the event.

BOZEMAN DIVISION

A baby girl was born Oct. 7, 1961, to maintenance man Charles Ramsey and his wife of White Sulphur Springs.

Lorn F. Hardie, Bozeman Division mechanic, is recuperating at home after successful surgery. His address is 810 S. Tracy, Bozeman. Lorn anticipates returning to work Nov. 1st.

BUTTE DIVISION

Six employees in the Butte Division, with a total of fifty years service among them, were presented with the State of Montana Service Pin.

Receiving the pin were: James I. Killroy, 15 year pin; Robert Hunter, 15 year pin; James Taylor Brown, 5 year pin; Benjamin C. Miller, 5 year

pin; William C. Bork, 5 year pin, and Robert T. Wilson, 5 year pin.

* * *

Mr. and Mrs. Calvin Fitzsimmons were hosts for a reception honoring their son and daughter-in-law, Mr. and Mrs. Jerry Fitzsimmons, who were recently wed in Greeley, Colorado. All friends of Mr. and Mrs. Fitzsimmons in the Butte Division were invited to meet the newlyweds and a most enjoyable time was had by everyone. Mr. and Mrs. Jerry Fitzsimmons were the recipients of many beautiful gifts.

* * *

Congratulations of the Division go to:

Mr. and Mrs. James Kevin Thomas, on the birth of a daughter, born Sept. 8, 1961.

(Continued on page 10)



Showing the form that obviously got them where they today, is George Gosman, Bud King, and Fred Quinnell, Jr., breaking ground on the Butte Urban section of Interstate that was awarded in September. On October 3, the new project was officially begun with Bud King, the contractor, getting some help from Mr. Gosman a member of the Highway Commission, and State Highway Engineer Fred Quinnell.

Mr. and Mrs. Benjamin Miller, a son, born Oct. 3, 1961.

Mr. and Mrs. John Colvin, a daughter, born Sept. 17, 1961.

Mr. and Mrs. Robert T. Wilson, a son, born Sept. 25, 1961.

* * *

Condolences of the Division go to:

Mr. Leonard Haxby on the death of his mother, Mrs. Ernest Haxby.

Mr. and Mrs. Lyle Myhr on the death of their infant child.

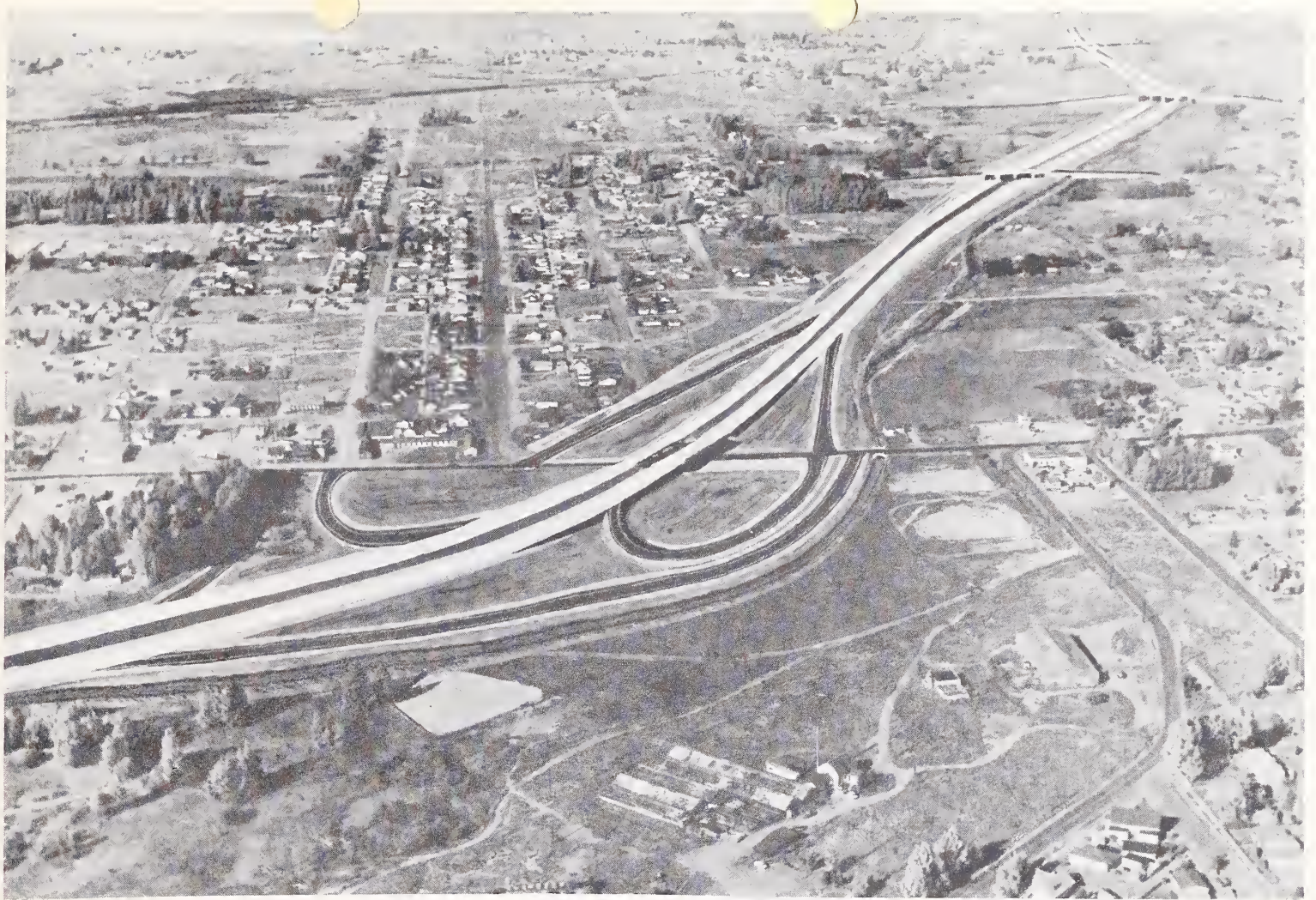
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Tuesday, October 3rd, 1961, was the date set for the ground-breaking ceremony in Butte, for

the beginning of the new four-lane highway. Among State Highway Personnel and other Dignitaries were State Highway Engineer, Fred Quinnell, Jr. and Mr. George Gosman, State Highway Commission member.

Later in the day, Butte residents were presented with a television program, by Richard B. Dundas, District Engineer; George Tippet, Division Engineer, and Bud King, Contractor for the Butte project. Mr. Dundas gave a very interesting and informative talk on the plans for the new highway.

(Note pictures at the top of this page and the top of the next page.)



Our artist has superimposed the Harrison Avenue Interchange in Butte on an aerial photo of the Butte Urban Interstate, looking east toward Montana Avenue.



START OF 2-000-MILE HIGHWAY TOUR—Just prior to boarding the chartered bus, this group posed for their picture on Oct. 23. They left minutes later on a 2,000-mile tour of Montana to look over some 40 highway projects, and the proposed routings of many more miles of Interstate Highway. From left to right: Bill Bardon, owner of Canyon Lines; Otis Waters, Highway Commissioner; Alex Stephenson, Highway Patrol Supervisor; Frank Dunkle, Information Director, Montana Fish and Game Commission; Frank Small, People's Voice; George Sime, Information Coordinator, Montana Highway Dept.; J. D. Holmes, Associated Press; Art Hutchinson, United Press International; Roy Sorrells, Chairman, Montana Highway Commission; Stan Halvorson, Vice-Chairman, Montana Highway Commission; Ben Briscoe, District Engineer; Bud McGriffith, Division Engineer; Jack Wheeler, Secretary, Montana Highway Commission; George Gosman, member Montana Highway Commission; Ted James, member, Montana Highway Commission and Fred Quinnell, Jr., State Highway Engineer.



Another artist's conception of the future highway in Wolf Creek Canyon on Interstate 15, north of Helena.

The Center Line
STATE HIGHWAY DEPARTMENT
Helena, Montana



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Helena, Mont.
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